



LONDON BOROUGH OF BRENT

MINUTES OF THE HIGHWAYS COMMITTEE Thursday 7 February 2013 at 7.00 pm

PRESENT: Councillor J Moher (Chair) and Councillors Jones and Long

Also present: Councillors Chohan and Mitchell Murray

Apologies for absence were received from: Councillors Powney and Beswick

1. Declarations of personal and prejudicial interests

None declared.

2. Minutes of the previous meeting

RESOLVED:-

that the minutes of the previous meeting held on 18 December 2012 be approved as an accurate record of the meeting subject to Councillor's Long's dissent from the decision in clause 7 being recorded.

3. Matters arising

Scrubbs Lane bridge

Councillor Jones noted that the strengthening of Scrubbs Lane bridge was likely to have a knock on impact on traffic flow in Harlesden High Street and requested officers to ensure that adequate measures were in place to alleviate the ensuing traffic congestion.

4. Deputations

None.

5. Petitions

Mr Rik Smith, Secretary of Kensal Rise Residents' Association (the Association), addressed the Committee on the petition requesting the implementation of 20mph speed restriction in Chamberlayne Road. He stated that the petition which was supported by residents in Queen's Park and Brondesbury Park areas had received in excess of 100 signatures. Mr Smith added that the personal injury accident including a fatality in Chamberlayne Road accounted for a sizable proportion of the Borough total and was of serious concern to the residents. He welcomed the officer's report and the progress made thus far.

Ms Fiona Mulaisho, Chair of the Association in endorsing the above added that the Association would look forward to engaging with Brent Council in the consultation process for the design and type of measures to be introduced in order to restrict speeding traffic in Chamberlayne Road to 20mph.

RESOLVED:

that the petition from Kensal Rise Residents Association requesting 20mph speed restriction in Chamberlayne Road be noted.

6. Petition for a 20mph speed limit for Chamberlayne Road

The Committee considered a report that informed them of a petition received from Kensal Rise Residents Association concerning speeding and road safety

Paul Chandler, Head of Transportation informed the Committee that officers were reviewing the existing Chamberlayne Road corridor including Station Terrace as part of an approved funding submission through the Local Implementation Plan (LIP) programme. He added that through the review, a range of measures to reduce the high levels of collisions recorded over the past three years had been identified.

The Head of Transportation informed Members that officers were holding discussions with the lead petitioner and representatives of Kensal Rise Residents' Association to discuss the issues and identify a preferred option for a speed reduction scheme. He continued that options included the potential to introduce a 20mph speed limit in conjunction with physical measures to reduce traffic speeds and adjust the road layout to change driver behaviour. Consultation on these proposals would take place during the current financial year.

In the ensuing discussion, Councillor Long expressed a view that consultation for piecemeal introduction of 20mph on area basis was costly and requested the Head of Transportation to submit a report investigating a Borough wide 20mph. The Chair responded that the current policy was to consider every application for a 20mph on a case by case basis, taking into account the level of personal injury accidents for that particular area or road. The Head of Transportation advised that blanket introduction of a 20mph speed limit would place a burden on enforcement with additional pressure on police resources.

RESOLVED:-

- (i) that the contents of the petition be noted.
- (ii) that it be noted that funding had previously been allocated through the LIP programme to introduce a safety scheme for Chamberlayne Road and that officers were currently working with the Kensal Rise Residents Association to identify a preferred scheme, which would be subject to public consultation during the current financial year.

7. School parking compliance

The Committee considered a report which provided an update on the results of parking compliance surveys at schools, an examination of potential equalities issues and made recommendations for future prioritisation. Paul Chandler, Head of Transportation, emphasised that a key feature of the borough's transport strategy was the safety of school children in the vicinity of schools. With that in view, a compliance survey of vehicles parked in the vicinity of each school including those which had been illegally parked was undertaken in October and November 2012. He drew members' attention to the appendix attached to the report that set out the results of the survey together with the status of each school's travel plan.

The Chair noted that the meetings arranged with Al Sadiq and Al Zahra schools had produced positive outcomes and that a satisfactory compromise had been reached on parking issues following safer procedures devised by officers to improve awareness. In reference to the survey results, Councillor Jones enquired as to measures that were being taken to address schools where lower compliance rates were recorded. Councillor Long observed that Maple Walk School had not been included on the list and wondered whether the school had been made aware of the compliance.

The Head of Transportation in outlining some of the measures to address low compliance rates of some schools drew members' attention to performance targets for those schools, school travel plan and the availability of funds from Transport for London (TfL). Members heard that whilst about 90% of Brent schools had a travel plan not all schools were reviewing their plans annually and in 2012, out of 43 schools that submitted a travel plan 5 received gold accreditation, 2 silver, and 38 Bronze. The Head of Transportation continued that no formal linkage had been established between the Council's support for school travel planning and associated parking compliance standards. In view of that officers would explore whether an explicit link could be established, review the effectiveness of the plans given that some schools with very high levels of parking non-compliance had been awarded gold status.

RESOLVED:-

- (i) that the progress made towards the completion of a more methodical approach to improving parking behaviour in the vicinity of schools during the 'school run', through the potential for reprioritising of parking enforcement and reprioritising school travel plan development and support be noted;
- (ii) that the Head of Safer Streets together with the Head of Transportation be instructed to complete the parking compliance survey for all schools and to focus enforcement and modality shift resources in respect of schools with greatest levels of parking non-compliance.

8. **2013-14 Works Programme Local Implementation Plan; TfL Allocation**

Members received a report that provided details of the prioritised Local Implementation Plan (LIP) programme and sought approval to implement the schemes and initiatives planned for 2013/14 within that programme.

Paul Chandler, Head of Transportation informed members that compared to last year's settlement figure, the total settlement of £10.2 million was an increase by 26%. He added that a report would be submitted to the Executive on 11 February 2013 asking members to approve the Transportation Major Schemes Programme for 2013-14 including detailed information on the £3.5million Brent Capital investment for improving roads and pavements.

The Head of Transportation explained that the funding submission/application was structured over five overarching funding headings and drew members' attention to appendix 2 of the report that set out various headings of the LIP programme together with the summary allocation for 2013/14. He added that officers would aim to submit a report for next year's bids to this Committee in order to gain members' input and to demonstrate the transparency of the process.

Members heard that consultation (public and statutory) would be undertaken on schemes involving the implementation of new measures and associated parking restrictions (traffic calming, accident reduction measures etc.) Maintenance schemes however would not be the subject of local consultation although residents and businesses would be informed and involved in the development of working arrangements. Various notification arrangements would be employed and a comprehensive communications plan developed and utilised.

In welcoming the report, members congratulated the team of officers for a successful bid for 2013-14.

RESOLVED:-

- (i) that the TfL capital (LIP) allocation of £5.871 million for the 2012/13 financial year, which included £5.147 million to deliver the LIP programme and £0.724 for TfL road maintenance funding for principal (A) road maintenance be noted;
- (ii) that the figure of £5.871 million which included the TfL "Major Scheme" allocation of £2.5 million to progress the Harlesden Town Centre scheme be noted;
- (iii) that the Head of Transportation be instructed to implement the schemes and initiatives set out in the report and ensure their delivery using the allocated budget and resources.
- (iv) that the Head of Transportation be authorised to undertake any necessary non-statutory and statutory consultation, to consider any objections or representations and to implement the necessary Traffic Management Orders if there are no objections or representations, or if the Head Transportation considered the objections or representations groundless or insignificant and otherwise, to refer objections or representations to the Committee for further consideration.

9. **Any Other Urgent Business**

None.

10. **Date of Next Meeting**

Tuesday, 12 March 2013.

The meeting closed at 7.35 pm

J MOHER
Chair